



Welcome to the Roosevelt Way NE Update and Open House

August 28, 2012

Format

Presentation

Brian Dougherty

7:15 – 7:45 PM

Q&A

Brian Dougherty and Carol McMahan

7:45 – 8:00 PM

Open House

View Plans and Boards

Meet SDOT Staff

8:00 – 8:30 PM



Seattle's Approach to Safety

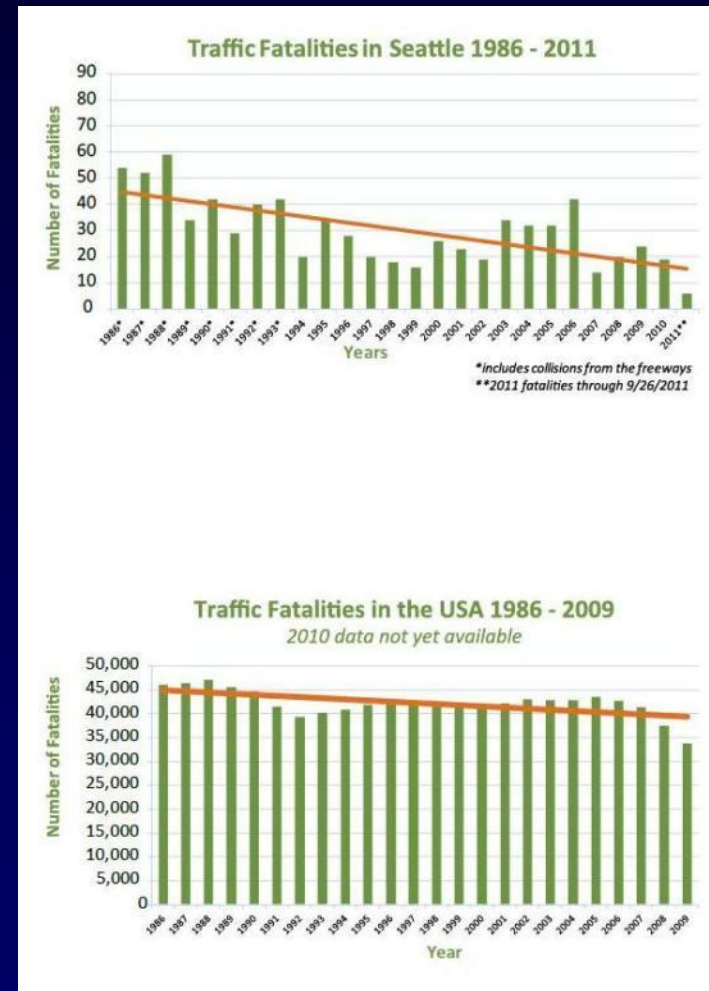
- Safety is SDOT's number one priority
- Safer streets are efficient streets
- Focus on the most vulnerable first
- Long-term goal is zero fatalities
- Provide many travel options



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Safety Is Improving For Everyone

- Seattle's population is rising; traffic fatalities are decreasing
- Fatalities are decreasing faster in Seattle than in the nation as a whole



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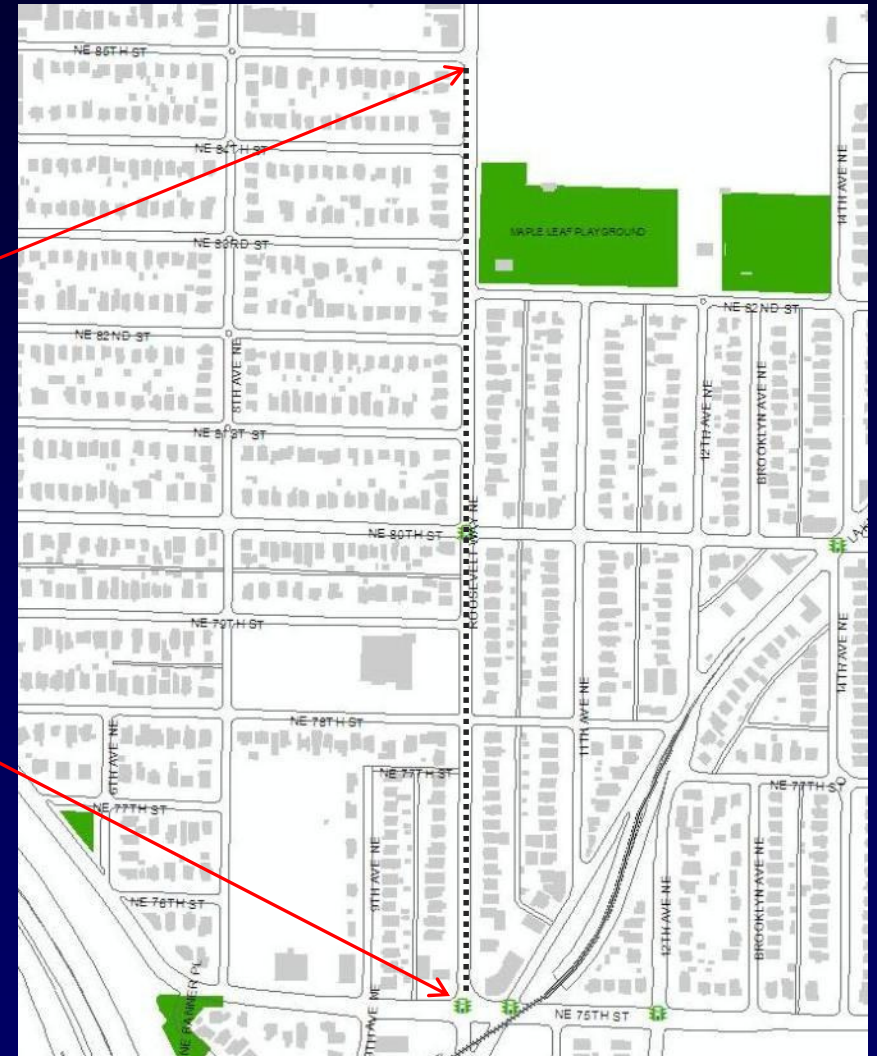
Building a Transportation System

- Serves the widest spectrum of our communities
- Provides options for everyone
- Takes a mix of facility types – for all transportation modes



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Location



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Background

- Open house summer, 2010
- Community concerns between 75-85
- Bike lanes installed south of 75th and north of 85th
- 75th to 85th delayed for additional study



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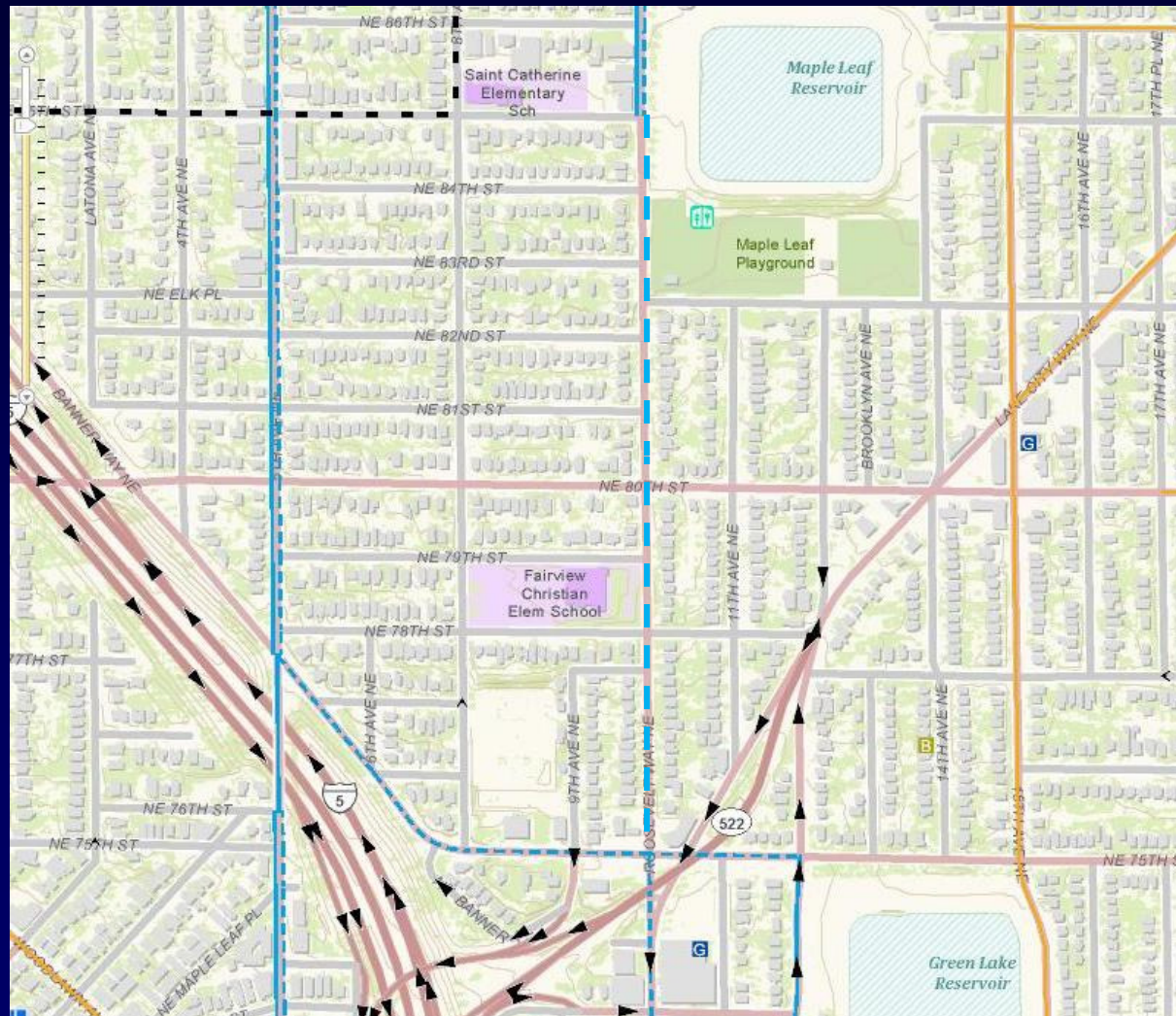
Marked Crosswalks

- 2010 requests for additional marked crosswalks
- New marked crosswalks were installed in 2011 at 90th, 92nd, 97th
- Open to hearing your ideas for additional marked crosswalks



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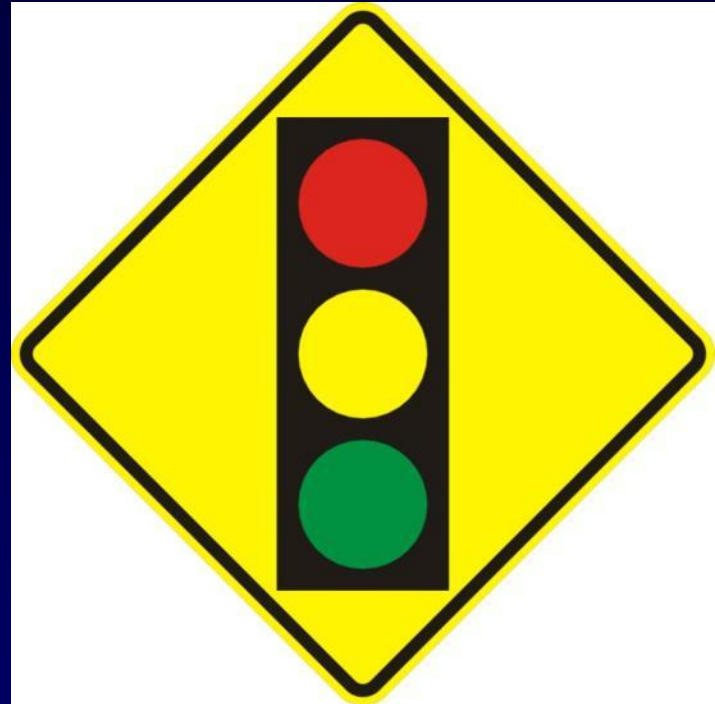
Bicycle Routes



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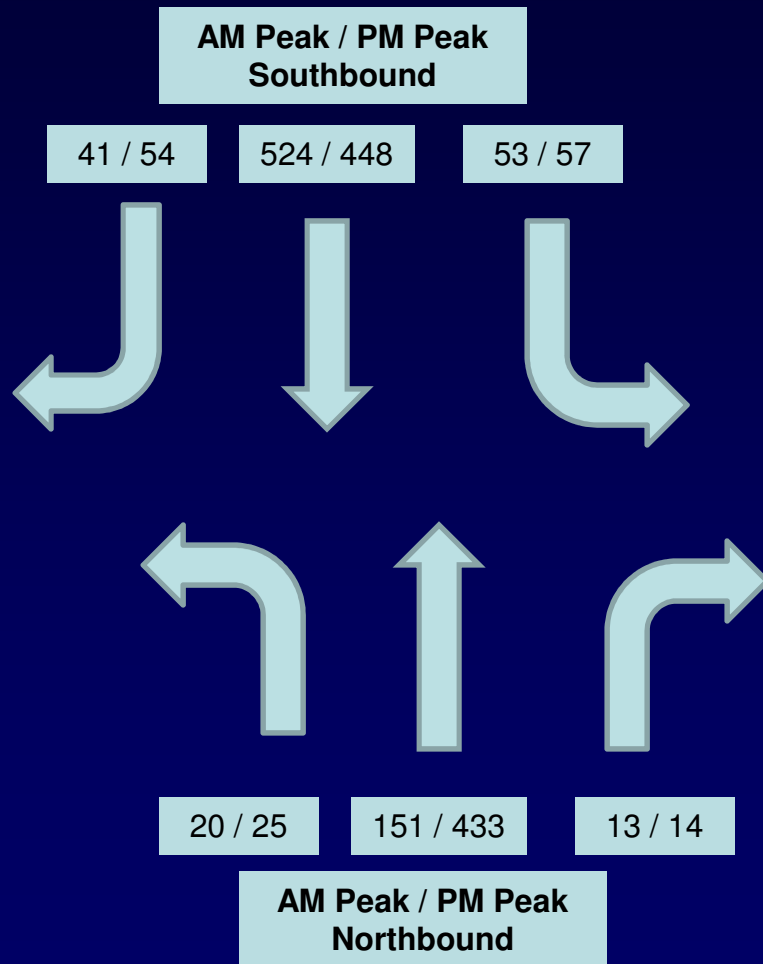
Additional Analysis

- Signal level of service
- In-lane stops
- Seasonal parking variation
- Bicycle volume
- Speed
- Historic traffic volume



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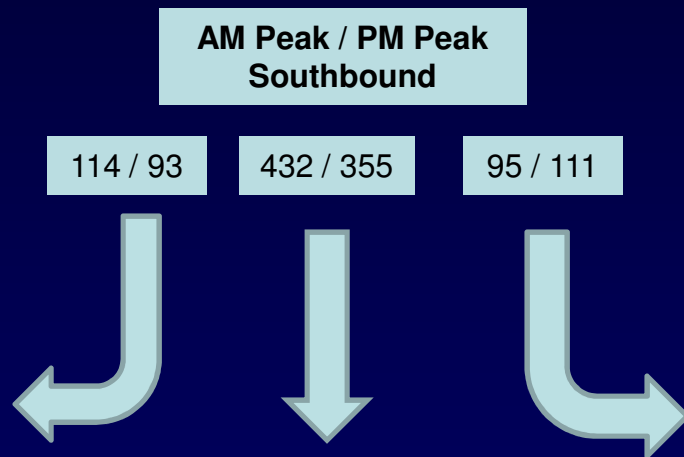
Signal Analysis – Roosevelt & 80th



Traffic Signal Level of Service Unchanged

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Signal Analysis – Roosevelt & 75th



Traffic Signal Level of Service Unchanged

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Speeds

- Speed limit is 30 mph
- 85th percentile speed:
 - 30.6 mph northbound
 - 31.5 mph southbound
- Speeds higher north of NE 100th Street



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Collisions

- 46 collisions in 3 1/2 years
- 10 injury collisions (22%)
- 0 Fatalities
- 2 Cyclists
- 2 Pedestrians
- 7 parked cars

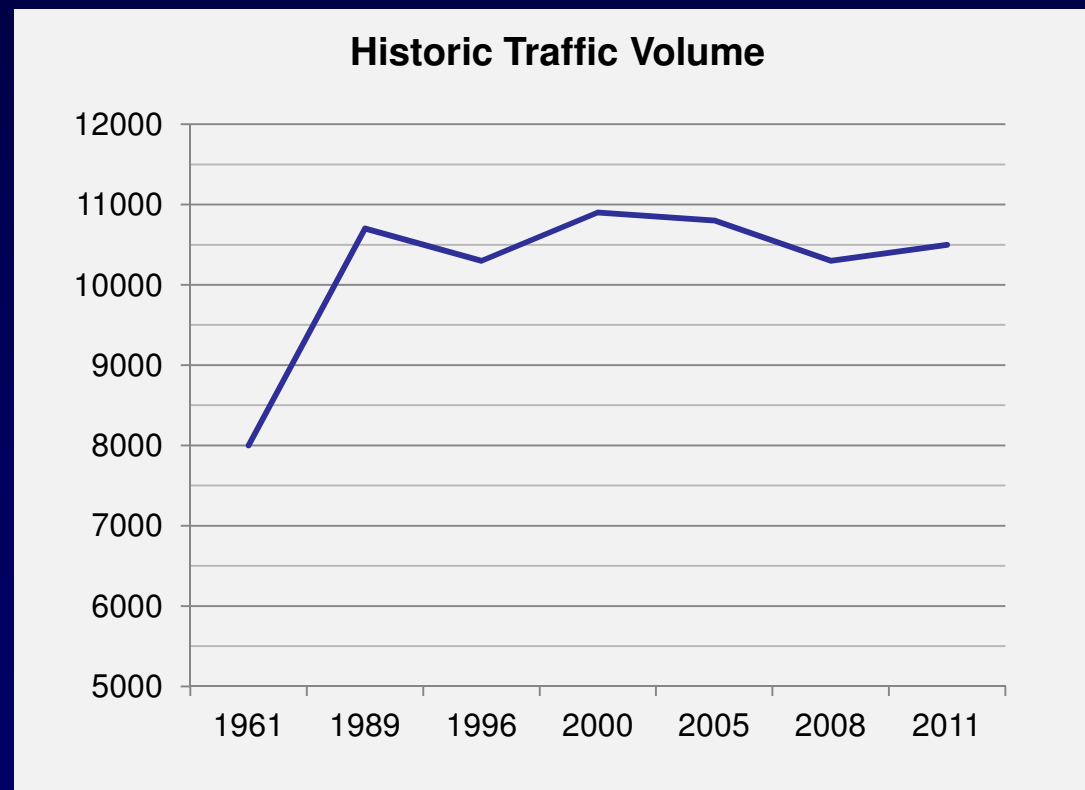


Location of ped and bike collisions

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Traffic Volumes

- 10,547 Weekday Volume
- Northbound PM Peak 448
- Southbound AM Peak 619



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Bicycle Volume

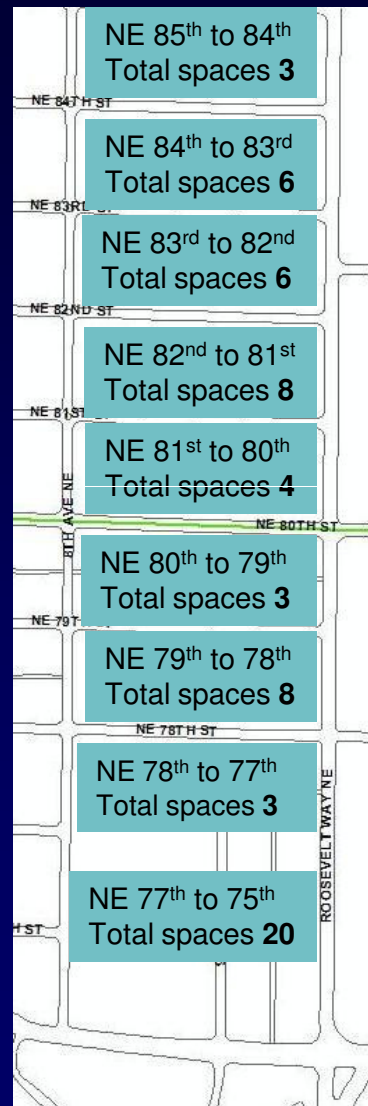
- Four-hour count = 71
- Peak hour 7:30-8:30 = 22



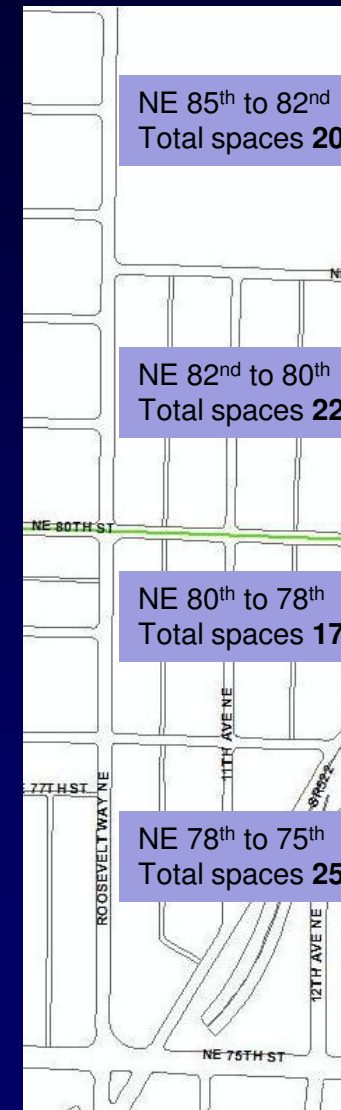
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Parking Capacity

West Side
61 spaces



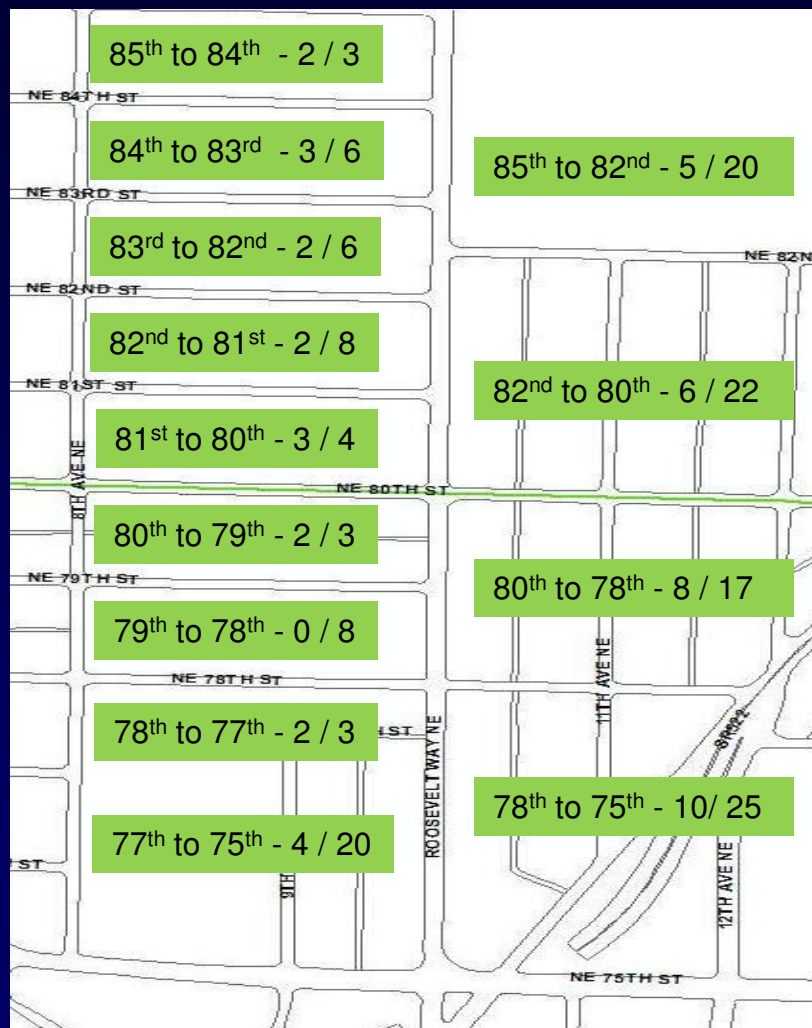
East Side
84 spaces



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Peak Parking Utilization

West side



East side

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Peak Seasonal Parking Utilization

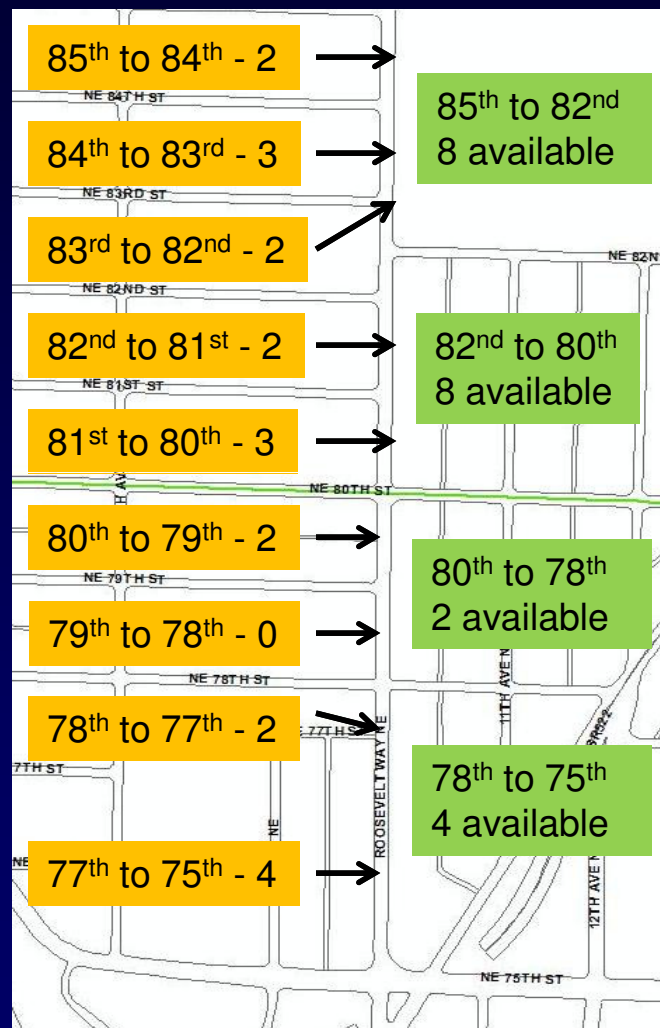
Summer Winter



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Parking Availability - After

West side peak demand



East side spaces available after consolidation

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Vehicle Access

- Loading and unloading is allowed curbside
- There will still be on-street parking available on Roosevelt and side streets



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Revised Proposal Summary



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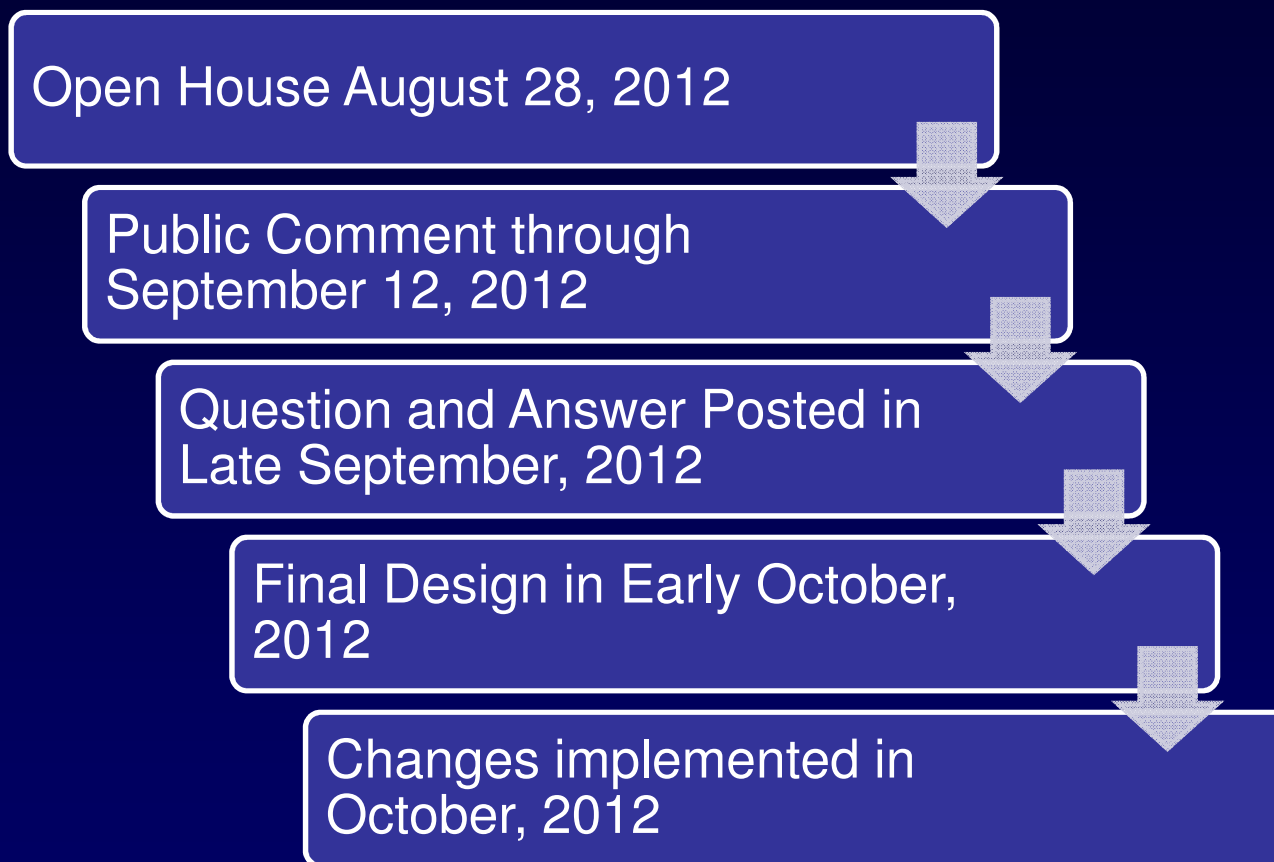
Benefits

- Reduces conflict
- Wider lane
- Fewer collisions
- Completes bicycle network
- Improves bicycle access



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Timeline

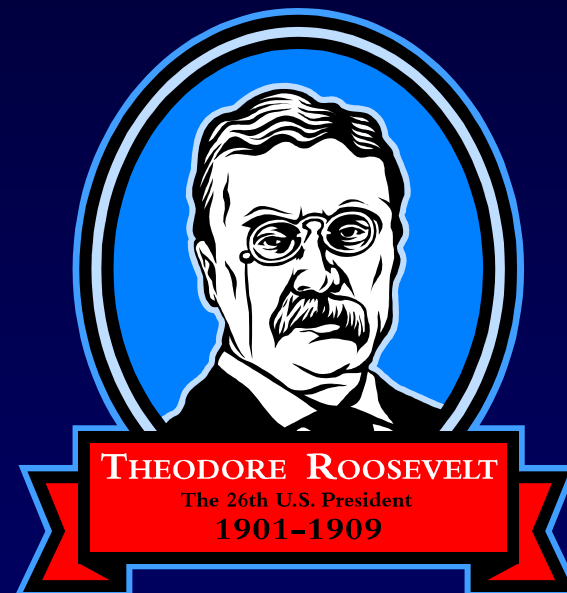


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Q&A

Why is it called Roosevelt Way?

10th Avenue NE was renamed in honor of Theodore Roosevelt in 1919.



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